IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

IN RE: The application of William P. Fell and William P. O'Hara

TITLE OF THE INVENTION

Joy Stick Control System For A Modified Steering System For Small Boat Outboard Motors

CROSS REFERENCE TO RELATED APPLICATIONS

This is a continuation in part of application number 10/696,418, filed on October 29, 2003, now copending

STATEMENT REGARDING FEDERALLY SPONSORED RESEARCH AND DEVELOPMENT

Not Applicable

BACKGROUND OF THE INVENTION

1. Field of the invention

This invention relates to jet powered steering system for small boat outboard motors and particularly to jet powered steering system for small boats that steer without turning the outboard motor.

2. Description of the Prior Art

Outboard motors have been in use decades. These units have a small engine that is attached to a drive shaft, which in turn, drives a propeller or jet drive. The output of these motors propels the boat forward. To turn the boat, the user must guide the output of the motor to one side of the stern. This is typically accomplished in one of two ways. The first uses a tiller arm that is directly attached to the motor. This system

is usually found on smaller motors. It has an extended handle, usually with a throttle grip attached. The motor is secured to the transom of the boat on a pivot that allows the motor to be rotated about the pivot. This is done by moving the tiller handle from side to side. For larger boats, a steering wheel system is often used. The steering wheel is typically located forward in the boat and is connected to the motor by cables. As the steering wheel is turned, the steering wheel pulls the cables, which in turn, cause the motor to pivot about its pivot, thereby steering the boat.

The problem with this system is that it requires the entire motor to move. Besides the effort needed to move the motor, the amount the motor can turn is often limited by the space behind the transom. Moreover, turning the motor from one side of the boat to the other takes some time, especially for the steering wheel controls.

BRIEF DESCRIPTION OF THE INVENTION

The instant invention overcomes this problem by creating a directional nozzle for the jet output that is attached to a control cable system. This cable causes the directional nozzle to turn, which causes the trust of the jet output to turn the boat. Thus, the boat can be steered without having to turn the entire motor. Two different mechanisms are disclosed that enable the steering. The first is a tiller system that operates much like the traditional tiller on an outboard motor. However, unlike those tillers, this tiller operates the directional nozzle and does not turn the entire motor. The second mechanism is a bicycle handlebar system that is placed forward of the motor, much like a traditional wheel. The handlebar system, when combined with the new steering system, produces

faster steering response without the effort required to turn the wheel to make large sweeping turns.

Finally, a joystick controller can also be used with this system-or a conventional outboard motor, where the entire motor turns.

The system has a substantial advantage over standard steering systems. First, is speed of control. The boat turns much faster because the movement of the steering control is minimized. Second, the operation of the boat is optimized because the motor remains stationary, which helps maintain optimum water flow under the boat.

BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a detail view of the first embodiment of the invention, the jet pump steering system.

Figure 2 is a side detail view of the jet pump steering system lower portion.

Figure 3 is a rear view of the jet pump steering system lower portion, in place on a motor.

Figure 4 is a perspective detail view of the adapter ring frame of the jet pump steering system.

Figure 5 is a perspective detail view of the directional nozzle of the jet pump steering system.

Figure 6 is a perspective detail view of the reverse thrust cup of the jet pump steering system.

Figure 7 is a perspective view of a handlebar steering control portion of the system.

Figure 8 is a perspective detail view of the steering tiller for the new steering system.

Figure 9 is a detail view of a portion of the fixed portion of the tiller arm.

Figure 10 is a detail view of the movable portion of the tiller arm.

Figure 11 is a detail view of the underside of the fixed portion of the tiller arm.

Figure 12 is a detail view of the underside of the movable portion of the tiller arm.

Figure 13 is a perspective view of another embodiment of the tiller arm.

Figure 14 is a bottom view of the embodiment of the tiller arm of figure 13.

Figure 15 is a perspective view of another embodiment of steering mechanism.

Figure 16 is an electrical schematic diagram of the joystick controller circuit.

Figure 17 is a perspective view of another embodiment of steering mechanism using a joystick on a conventional outboard motor.

Figure 18 is an electrical schematic diagram of the joystick controller circuit of fig. 17.

DETAILED DESCRIPTION OF THE INVENTION

Referring now to fig. 1, a detail view of the invention, the jet pump steering (JPS) system is shown. Figure 1 shows a portion of a boat **100** that has a transom **100a** on which an outboard motor **101** is mounted. The motor **101** has a jet pump drive **102** (see

fig. 2) on its lower unit **101a**. The figure shows the JPS system **1** mounted to the lower unit **101a** of the motor **101**. Control cables **2** and **3** are shown running from the JPS system **1** to the control tiller **30**. Dashed lines **2a** and **3a** are shown running to the optional handlebar steering system **40**. Both the control tiller and the handlebar steering system are discussed in greater detail below.

Figure 2 is a side detail view of the JPS system **1**. Here, the lower unit **101a** of the motor **101** is shown. The jet pump output **102** extends out from the back of the lower unit **101a**. The JPS has three main parts. First, there is an adaptor ring **5** (see fig. 4). Next, there is a directional nozzle **15** (see fig. 5) and then there is a reverse thrust cap **20** (see fig. 6). When assembled, these components allow a user to steer a boat quickly and easily. Cables **2** and **3** are shown attaching to the directional nozzle **15** and to the reverse thrust cap **20**. These connections are described in detail below. The cables also are held by bracket **4**, which is secured to the lower unit **101a**.

Figure 3 is a rear view of the JPS system lower portion, in place on a motor. Here, the adaptor ring **5**, the directional nozzle and reverse thrust cap are shown in relation to the lower unit **101a** of the motor. Note the positions of cables **2** and **3** in making connections to the different components. Note also bracket **4**, which is secured to the lower unit **101a**. This bracket holds the cables **2** and **3** in the proper position.

Figure 4 is a perspective detail view of the adapter ring frame of the JPS system. The adaptor ring **5**is used to attach the directional components of the JPS to the lower unit. The adapter ring **5** has two brackets **6** that connect the adapter ring to the lower

unit **101a**. See fig. 2. The adapter ring **5** does not move after it is installed. Rather, it acts as a means for attaching the movable components of the system to the motor. The adapter ring **5** also has a bracket **7** that is used to secure the cable **2** as it feeds back to the directional nozzle **15**. Finally, the adapter ring **5** has two holes **8** that are used to secure the directional nozzle **15**, as discussed below.

Figure 5 is a perspective detail view of the directional nozzle of the JPS system. The directional nozzle **15** has a tapered body to allow for maximum efficiency in the jet flow. The directional nozzle **15** has two brackets **16** (see fig. 2) that secure it to the adaptor ring **5**using bolts **17**, or other common fasteners. A bracket **18** is formed on the side of the directional nozzle **15** to which the cable **2** is attached. Two ears **19** extend out of the top of the directional nozzle **15** as shown. These ears bolt the reverse thrust cap **20** in place (see fig. 2). The directional nozzle **15**is designed to pivot side to side around the adapter ring **5**. By pulling or pushing the cable **2**, the directional nozzle **15** moves right or left. If this is done while the motor is operating, the movement of the directional nozzle **15** will cause the boat to steer left or right while the motor remains stationary.

Figure 6 is a perspective detail view of the reverse thrust cup **20** of the JPS system. In a jet drive boat, there is no propeller to reverse to reverse the thrust of the motor. Thus, the reverse thrust cup **20** is designed to move down over the output of the directional nozzle **15**,which causes the jet output to strike the reverse thrust cup **20**, which causes the boat to move in the reverse direction of normal thrust. The reverse

thrust cup **20** is a curved member that has a pair of brackets **21** (see fig. 3), which hook over the ears **19** on the directional nozzle **15**. This allows the reverse thrust cup **20** to move in a vertical direction, up and down. The reverse thrust cup **20** is controlled by the cable **3** (see fig. 2), which is secured to a bracket **22** that extends back from the reverse thrust cup **20** as shown. This, if cable **3** is pulled, the reverse thrust cup **20** is pulled up, which is the normal operating position. If cable **3** is pushed, the reverse thrust cup **20** is moved down into the reverse position.

In the preferred embodiment, there are two types of controls disclosed. The choice of control depends on a number of factors, including the size of the motor, the size of the boat, and the personal preferences of the operator. It is also possible to have both control systems installed and available for use on a single boat.

Figure 7 is a perspective view of a handlebar steering control portion **30** of the system. The handlebar steering control portion **30** consists of a support stand **31** that holds the unit in a convenient position and height for the user. The control has a handlebar portion **32** that is attached to a shaft **33**. The shaft extends down through the support stand **31** until it connects to a horizontal connector **34**. The connector **34** attached to cable **2** and to the shaft **33** such that as the shaft **33** is turned, it acts to pull or push the cable **2**, which in turn, causes the directional nozzle **15** to turn, thereby steering the boat. The shaft is secured within the support stand by brackets **35** as shown. Of course, other means may be used in place of these brackets as well.

The reverse thrust handle **36** is attached to the support stand as shown. A lever connects to the cable **3** and operates the reverse thrust cup **20** by moving the lever back and forth. A speed control **37** can also be connected to the support stand as shown. Moreover, the speed control can be incorporated into one of the handles **38** of the handlebar **32**. In this case, the speed control operates as the speed control on a motorcycle, or the tiller control, discussed below.

Ordinarily, the tiller is attached to the motor so that as the tiller is pushed from side to side, the motor is turned. The steering tiller for the instant invention, however, has a different structure. Figure 8 is a perspective detail view of the steering tiller for the new steering system. In this system, the steering tiller **40** has a mounting arm **41**, which is secured to the motor tiller mount **105**. At the front of the mounting arm **41** is the steering control **42**. As discussed below, the steering control **42** is attached to the mounting arm by two brackets **43** located on the mounting arm and two brackets **44** that are attached to the steering control **42**. The brackets **43** and **44** are secured by fasteners **45**. Linked in this way, the steering control is able to move back and forth while the mounting arm **41** remains stationary. Two adjustable stops **46** are attached to the steering control as shown. These stops limit the side-to-side movement of the steering control to a preferred range of 45 degrees of movement on each side of the centerline of the mounting arm. The stops are adjustable so that this angle can be set within a narrow range. A lever **47** is attached to the steering control as shown. Control cable **2** is attached to the lever **47**. Now, as the steering control is moved from side to

side, cable **2** causes the directional nozzle **15** to move from side to side. In this way, the boat can be steered using the tiller in much the same fashion as a standard tiller.

Throttle control is obtained by a universal joint **48**, which allows the throttle mechanism to turn regardless of the position of the steering control **42**.

In this embodiment, the reverse mechanism is handled by a lever attached to the motor, in much the same way as a normal reverse lever is used. Here, however, the reverse lever is connected to cable **3**, which operates the reverse thrust cup **20**. A cable stabilizer bracket **49** may be attached to the mounting arm **41** to support the cable **3** in a non-obstructive position.

Figure 9 is a detail view of a portion of the mounting arm **41**. Here, the brackets **43** are shown as well as one-half of the universal joint **48**. The cable stabilizer bracket **49** is also shown.

Figure 10 is a detail view of the steering control **42**. This view shows the two brackets **44** that are attached to the steering control **42**, as well as the lever **47**, which is attached to the steering control as shown. This view also shows the other half of the universal joint **48**.

Figure 11 is a detail view of the underside of the mounting arm **41**. Note that a bearing **50** is installed on the underside of the arm to support the shaft **51** from the universal joint **48**. Note that only one of the brackets **43** is shown in this view to allow the bearing **50** to be seen.

Figure 12 is a detail view of the underside of the steering control **42**. As in figure 11, only one bracket **44** is shown. This allows the bearing **52** to be seen. This bearing supports the shaft **53** extending from the universal joint.

Figure 13 is a perspective view of the modified tiller arm. In this view, the cable **2** is shown connecting to the lever **47**. The cable **2** is also shown passing through another type of cable stabilizer bracket **49**.

Figure 14 is a bottom view of the embodiment of the tiller arm of figure 13. This view shows the lever **47** and the universal joint **48** and the shafts **51** and **52**.

Figure 15 shows another type of steering control. In this figure, a joystick is used to maneuver the boat. In this design, the operating components installed on the motor remain the same as discussed above. He only difference is the apparatus used to control the steering components. Thus, the directional nozzle **15**, its cable **2**, the reversing cup **20**, and its cable **3** are shown mounted to the lower unit **101a** of the motor **101** just as before. The difference is that the cables **2** and **3** now terminate in actuators **61** and **62** as shown. These actuators can be servo driven or by any other means known in the art. However, servos are the preferred method. A third servo can be attached (as well as a mechanical linkage) to the throttle so that when the joystick is pushed forward, the throttle is advanced.

The actuators **61** and **62** are connected to a control box **63** by cables **64** and **65** as shown. The control box **63** has a joystick lever **66** that can be moved forward, back, left and right. Note that the control box **63** is marked with directions such as "fwd" for

forward, "Rev" for reverse and "Left" and "Right" for steering left and right. In side the box **63** are switches **70, 71, 72** and **73** that are engaged when the handle **66** is moved, see fig. 16. This figure shows that the system is powered by a power source $V_{in,}$ such as a battery (not shown). When switch **70** is engaged it sends a signal to the actuator **61** to raise the revering cup **20**. Similarly when switches **71** or **72** are engaged a signal is sent to actuator **62** to move the directional nozzle **15** to the left or right as desired. Finally, when switch **73** is engaged, it sends a signal to the actuator **61** to lower the revering cup **20**. In this way, the boat can be steered quickly and easily with a minimum of motion by the operator and by a minimum motion by the steering system.

Figure 17 shows another embodiment in which a joystick is used to operate a conventional outboard. In this case, the joystick operates the throttle and the direction of the boat (forward and reverse and right and left). Note that unlike the system described above, this system works with motors that must be turned to steer the boat.

Figure 17 shows a typical outboard motor **200** that has an engine **201** under a hood. The engine is controlled by a throttle lever **202**, which normally attaches to a cable, which in turn attached to a lever, to control the speed of the engine. The motor **200** also has a transmission lever **203**, which controls forward, reverse and neutral positions of the motor. This is typically attached to a cable that attaches to a second lever, which is used to set the direction (forward or reverse) of the boat. As discussed above, the side-to-side steering for such a motor is achieved by manually causing the motor to move from side to side. This can be done by a tiller arm, or by attaching a

steering arm, which is controlled by a cable attached to a steering wheel. As the wheel is turned, the cable causes the steering arm to rotate the motor.

Here, all of the functions are accomplished using a joystick and servo motors. The throttle is controlled by a forward-reverse worm-drive electric servomotor **80**, which is connected to the throttle **202**. Similarly, the transmission is worked by a solenoid **81** that attaches to the transmission lever **203**. Note that the solenoid has three positions, which correspond to the forward, reverse and neutral positions of the lever **203**. Finally, a second servomotor **83**, also a forward-reverse worm-drive electric servomotor, is attached to the steering arm **204** as shown. The servo **83** is designed to cause the motor **200** to move side to side, thereby steering the boat left or right.

All of the servomotors and solenoids are connected by electrical cables **84** to a joystick **85**. The joystick **85** has a base **86**, a stick handle **87**, and a reverse lock button **88**, and a throttle switch **89**, as shown. The wiring for the joystick is shown in fig. 18 and is similar to that shown in fig. 16, using the same switches for forward/reverse, and left/right. Here, a switch is also needed for the throttle. This can be accomplished by a finger switch **89**, or by other switching means common to the art. The joystick is connected to the servos and solenoid by cables **84** as shown. Figure 18 is an electric schematic diagram of the joystick controller of fig. 17. Note that, the switches and their configuration can be modified by those of ordinary skill in the art and that fig. 18 is intended only to illustrate one possible configuration of many.

In normal operation, the device is operated much like a traditional steering system for a boat. In the case of the tiller, the operator holds the end of the tiller in the same manner as one would use a standard outboard motor tiller. The throttle is connected to the handgrip and is operated by twisting the handgrip. The boat is steered by moving the end of the tiller back and forth in a horizontal plane. Unlike the standard tiller, which when moved causes the entire motor to turn; the tiller of the instant invention causes the directional nozzle to move back and forth, which causes the boat to turn without moving the motor. In the case of the handlebar steering, turning the handlebars causes the cable to move the directional nozzle, thereby turning the boat. Again, the motor is not moved and the turning action does not require many rotations of a steering wheel. Finally, in the case of the joystick, moving the joystick handle causes the actuators to move the steering components.

In the case of the latter joystick embodiment, the joystick is used to control a conventional motor, which must be turned to steer the boat. As discussed above, this is accomplished using servomotors to control the various functions as needed.

The present disclosure should not be construed in any limited sense other than that limited by the scope of the claims having regard to the teachings herein and the prior art being apparent with the preferred form of the invention disclosed herein and which reveals details of structure of a preferred form necessary for a better understanding of the invention and may be subject to change by skilled persons within the scope of the invention without departing from the concept thereof.